



TRANSPORTATION



The Executive Budget will continue to make historic investments in the State's transportation system, to improve our transit systems, increase mobility, and grow our economy. These investments are improving roads, bridges, airports, rail facilities, transit systems, and ports, as well as enhancing and expanding the **Metropolitan Transportation Authority (MTA)** network.

The State's transportation system is operated, maintained, and administered by a network of State and local agencies and public authorities. The **Department of Transportation (DOT)** is responsible for construction, reconstruction, maintenance, and removal of snow and ice for approximately 44,475 State highway miles and 7,700 State highway bridges. DOT provides funding for rail, airport, bicycle, and pedestrian transportation modes as well as local government highway and bridge construction.

DOT also provides coordination and funding for over 100 public transportation operators including the MTA and four major upstate regional transportation authorities, among other local transit systems. These systems provide bus, subway, and commuter/light rail services, as well as paratransit services to meet the needs of people with disabilities.

In 2023, the MTA provided transit and commuter services in the New York City region to over 1.7 billion passengers who rode subways, buses, Metro North Railroad (MNR) and Long Island Rail Road (LIRR). They also facilitated over 335 million bridge and tunnel crossings.

The **New York State Thruway Authority** operates the 570-mile highway system that extends across the State, from Buffalo to New York City, and includes 817 bridges, 134 interchanges, and 27 service areas. In 2024, motorists took 400 million trips on the Thruway.

The State's transportation programs also include the **Department of Motor Vehicles (DMV)**, which operates 28 district and branch offices, and provides services via county clerk offices acting as DMV agents at 102 locations throughout the State. DMV issues licenses, nondriver identification cards, and vehicle registrations, conducts road tests, monitors driver training, and performs various enforcement activities.

In a typical year, DMV conducts more than 35 million customer transactions and collects over \$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, board aircrafts, and more.

INVESTING IN SAFE, RELIABLE TRANSPORTATION SYSTEMS

The MTA 2025-2029 Capital Program

The Governor and Legislature are expected to work closely during budget negotiations to support and approve a 2025-2029 MTA Capital Program. Accordingly, the FY 2026 Executive Budget assumes \$32.7 billion of base funding that would be directly contributed by funding partners towards the 2025-2029 Capital Program. These assumed contributions consist of: \$3 billion from the State, \$3 billion from the City of New York, \$12.3 billion from the MTA (\$3 billion of which would be self-funded by Bridges and Tunnels) and \$14.4 billion requested from the Federal government. This base funding proposal acknowledges the need for partner commitments to support the MTA's 2025-2029 Capital Plan, while allowing additional time to work closely with the Legislature to advance additional funding.

The MTA's proposed 2025-2029 Capital Program will advance several major initiatives including:

Accessibility. Building on recent progress, this Capital Program will make a least 60 more subway stations accessible, which will bring the system to more than 50% accessible and serve almost 70% of riders.

Interborough Express. The Interborough Express will provide new rapid transit service between Brooklyn and Queens, transforming a lightly used freight railway into a new light rail line.

Rebuild Grand Central Artery. This project will rehabilitate critical elements of the Grand Central Artery, a four-mile stretch that carries 98% of MNR service and includes Grand Central Terminal, the Train Shed, and Park Avenue Tunnel and Viaduct.

Hudson Line Resilience. To protect against the effects of sea-level rise and severe rainstorms, the Capital Program invests in resilience upgrades to protect one of New York's most critical passenger and freight rail lines.

New Rolling Stock. The Capital Program aims to replace over 1,500 railcars that have reached the end of their useful life and includes a plan to purchase 500 zero-emission buses to bring the fleet to 18% electric.

Modern Fare Gates. This project will scale up the installation of new faregates throughout the subway system to improve fare collection and system accessibility.

Regional Investments. The Capital Program includes funding to evaluate and design potential regional projects, such as adding a third track to the MNR Harlem Line or connecting the Hudson Line service to Penn Station.

The MTA 2020-2024 Capital Program

The MTA remains committed to its \$52.1 billion 2020-2024 Capital Program, which continues to revitalize the subway system through signal modernization and accessibility upgrades, while also providing important investments in railroads and bus service to advance the quality of life for those served. The 2020-2024 Capital Program includes several major initiatives:

Congestion Pricing. On January 5, New York's first in the nation congestion pricing program took effect. Congestion Pricing will combat gridlock, improve air quality, and deliver \$15 billion in financing to support the 2020-2024 Capital Plan.

Accessibility. This initiative will make an additional 67 subway stations ADA-accessible and modernize an additional 78 subway elevators. By 2055, the MTA aims to make 95% of the system accessible.

Second Avenue Subway Phase 2. The project will provide three new fully accessible stations, extending service from 96th Street to 125th Street, and providing a connection with MNR.

Penn Station Access. The project will carry the New Haven line and East Bronx residents directly into Penn Station, and create four new, ADA-accessible MNR commuter railroad stations at Co-op City, Morris Park, Parkchester/Van Nest, and Hunts Point.

East Side Access. The project, which was completed in 2023, provides LIRR riders with 40 miles of new tracks and a new terminal, called Grand Central Madison. This new service from Long Island to Grand Central Madison saves commuters up to 40 minutes of travel time per day.

LIRR Third Track. The project, which was completed in 2022, added 10 miles of mainline between Floral Park and Hicksville, improved capacity, and shortened service disruptions for 41 percent of LIRR ridership.

NEW YORK STATE 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. During 2024, DOT replaced, rehabilitated, or improved 3,173 bridges statewide and improved 2,381 lane miles along state and local highways.

Building on unprecedented DOT investments, the Executive Budget reflects enhanced funding for the fourth year of a record \$34.1 billion, five-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 continue to renew, modernize, and drive economic development in local communities.

The five-year Capital Plan is aligned with Federal funding commitments made in the Infrastructure Investment and Jobs Act (IIJA). New York will receive an estimated \$13.5 billion in highway and bridge formula aid over five years from the IIJA (an increase of \$4.6 billion compared to the five-year Fixing America's Surface Transportation (FAST) Act). The total includes a projected \$1.9 billion of formula funding for bridges.

Major projects funded in this plan include phases of the Hunts Point Interstate Access Improvement and the replacement of I-81 in Syracuse. The plan also advances priorities across the State including modernizing the Livingston Avenue Bridge in Albany, reconnecting neighborhoods across the Kensington Expressway in Buffalo, converting Route 17 to I-86 in Orange and Sullivan Counties, and assessing ways to improve road capacity at the Oakdale Merge in Suffolk County.

The DOT Capital Plan includes a \$1 billion program, Pave Our Potholes (POP), designed to improve state and local road conditions and prevent deterioration. The statewide “Bridge NY” program has also been increased by \$1 billion over five years, which will serve to rehabilitate or replace structures that are susceptible to recurring flooding or foundation scour.

The Thruway system is now a fully cashless system, which provides customers with a seamless travel experience. The Thruway Authority operates and maintains the system and in 2024 invested \$444 million in capital projects including pavement repairs, and bridge improvements and replacements. The Thruway is also continuing its multi-year initiative to redevelop all 27 service areas through a public private partnership. There are currently 24 newly reconstructed service areas open across the system, with work continuing at the remaining locations.

PROPOSED FY 2026 TRANSPORTATION BUDGET ACTIONS

Continuing Road, Bridge, and Safety Improvement

DOT Capital Plan. The Executive Budget provides almost \$6.9 billion for the fourth year of a record \$34.1 billion, five-year DOT Capital Plan that will facilitate the improvement of highways, bridges, rail, aviation infrastructure, non-MTA transit, and DOT facilities. Compared to the last five-year DOT Capital Plan, this is an increase of \$10.7 billion, or 46 percent. Funding includes \$800 million to restore the purchasing power lost to rising construction costs and ensure that planned projects remain on track.

Local Highways and Bridges. The Executive Budget continues the State’s record funding for local highway

and bridge projects. Funding for the Consolidated Highway Improvement Program (CHIPS) and the Marchiselli program is maintained at the FY 2025 level of \$637.8 million. The budget provides the fourth year of an annual \$100 million for the local Pave Our Potholes program, \$150 million in highway aid through the PAVE NY program, and \$200 million to fund local projects from the BRIDGE NY program. The \$100 million Extreme Winter Recovery and \$140 million State Touring Route programs are further improving conditions on State and local roads and bridges.

Reconnect Communities in Albany and the Bronx.

The Executive Budget provides \$75 million to advance plans to reconnect communities divided by Interstate 787 in Albany and the Cross Bronx Expressway.

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.

Automated Work Zone Speed Enforcement. The Executive Budget includes legislation to make permanent the current NYS Thruway Authority and NYS DOT programs for speed violation photo monitoring systems in work zones and expand them to the Triborough Bridge and Tunnel Authority and NYS Bridge Authority.

Transportation Worker Protections. The Executive Budget includes legislation to expand the categories of transportation workers that qualify for enhanced assault protections.

Investing in Transit

New York State provides transit operating assistance through the Statewide Mass Transportation Operating Assistance (STOA) program. Transit systems provide more than 3 billion rides annually. State transit aid typically accounts for almost half of transit systems’ operating resources.

The Executive Budget provides \$9 billion in mass transit operating support:

MTA. The MTA will receive \$8 billion in State operating aid in FY 2026, including resources collected by the State and sent directly to the MTA without appropriation. Traditional on-budget MTA assistance will increase 3.4 percent, from \$4.1 billion to \$4.2 billion.

Upstate. The Upstate region is slated to receive \$344 million. This represents a 3.4 percent increase for area transit systems.

Downstate. In the Downstate region, transit service other than the MTA will receive \$588 million. Transit systems in the area will see a 7 percent increase.

The Executive Budget also funds a transit analysis to explore options such as shuttle bus service connecting Port Jervis Line trains to key destinations in the region.

The Executive Budget also invests in transit capital needs:

MTA Capital. The FY 2026 Executive Budget includes a \$3 billion appropriation to fund a direct State contribution to the MTA's 2025-2029 Capital Program.

Non-MTA Capital. Non-MTA transit systems will receive \$220 million in capital assistance appropriations: \$120 million that was previously scheduled for FY 2026 in the DOT Capital Plan, and an additional \$100 million, which includes \$20 million to continue aiding local transit agencies with the transition to electric buses.

Hudson Valley Rail. The Executive Budget includes \$25 million for planning and design of improvements to Hudson Valley rail service between New York City and Poughkeepsie, including projects such as a second track at Spuyten Duyvil; interlocking, signaling, and trackwork at Croton Harmon; and capacity improvements at Poughkeepsie Yard.

The FY 2026 Executive Budget also advances new proposals to support the MTA Capital Plan, enhance subway safety, and help reduce traffic and air pollution, including:

Automated Camera Enforcement (ACE) Expansion.

In order to improve bus operations and efficiency, the Executive Budget proposes expanding the authorization of ACE to include violations of regulations against obstructing traffic at intersections.

Abandoned Vehicles. The Executive Budget includes legislation that allows for more effective removal of abandoned vehicles from roadways.

Overweight Vehicle Enforcement. The Executive Budget proposes to expand the statutory authorization for the use of weigh-in-motion (WIM) technology to help keep overweight vehicles off streets and improve traffic flow.

Subway Safety. The Executive Budget includes legislation to promote safety in the subway system, including protecting riders and MTA employees from repeat offenders. In addition, the Governor has announced new safety initiatives including increasing the presence of law enforcement and overnight patrols in the system, installing modern fare gates, LED lights, and platform edge barriers, expanding mental health resources, and partnering with New York City government to strengthen supports for unhoused New Yorkers.

Transforming DMV Customer Service

Accounting for the steady increase in the volume and complexity, 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, over 8 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 use an enhanced call center, expansion of online transaction capabilities,

and the implementation of a reservation system to reduce customer foot traffic in district and virtual offices. DMV’s website is continuously improving to provide a more responsive design for its customers. Additionally, DMV is seeking to upgrade internal systems to improve transactions and customer experience.

Additional DMV-related Budget actions include:

Strengthen Drugged Driving Laws. The Executive Budget includes legislation which would strengthen drugged driving laws by expanding the circumstances in which a driver can be compelled to take a chemical test and authorizing penalties for refusals to participate. The Budget also includes \$5 million to assist in the training of Drug Recognition Experts.

Improve Safety at NYC Elementary School Intersections. The Executive Budget includes legislation which would prohibit parking within twenty feet of a crosswalk that is within one thousand feet of an elementary school in New York City.

Reclassify Ultra-Heavy Class 3 E-Bikes as Mopeds. The Executive Budget includes legislation that would classify class 3 e-bikes weighing over 100 pounds as limited use motorcycles, which would require a registration and driver’s license to operate.

Speed Limits for New York City Bicycle Lanes. The Executive Budget includes legislation that would allow New York City to set maximum speeds limits for its bicycle lanes.

STATE OPERATING FUNDS SPENDING (\$ in Millions)				
CATEGORY	FY 2025	FY 2026	\$ CHANGE	% CHANGE
Department of Transportation	\$1,276	\$1,326	\$50	3.9%
Metropolitan Transportation Authority	\$7,889	\$8,172	\$283	3.6%
Department of Motor Vehicles	\$90	\$101	\$11	12.4%
TRANSPORTATION SPENDING TOTAL	\$9,255	\$9,598	\$344	3.7%

MTA includes certain revenues that are directed to MTA without appropriation: Payroll Mobility Tax, For Hire Vehicle surcharges, former MTA Aid Trust.