



Analysis of State Transit Funding in 2022-23 Executive Budget

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Governor Hochul released her FY 2022-23 executive budget on January 18 totaling \$216 billion and includes a \$32.8 billion 5-year transportation capital program. As background, NYPTA has advocated for increased operating assistance for all transit systems, a 36% increase in operating assistance for all Non-MTA systems, and had identified a Non-MTA capital funding gap of \$1.2 billion over the next 5 years.

The Executive Budget proposal provides additional transit operating assistance for all transit systems above the levels contained in last year's final 2021-22 State Budget. Capital funding for non-MTA transit systems is also increased as part of a proposed 5-Year Non-MTA Capital Program.

Following is a summary of the funding for public transit. Pa

STOA

- **Upstate STOA:** Funding for upstate systems is increased by 13% from 2021-22 enacted budget levels. CDTA receives an additional \$2.292 m. to introduce new transit service in Montgomery County.
- **Downstate Suburban County STOA:** Funding is increased by 36% from 2021-22 levels. Downstate funding Includes \$11 m. for the Lower Hudson Transit Link bus service, the same level as 2021-22.
- **MTA funding:** MTA would receive a total of \$6.6 billion in operating funding. This includes state appropriations as well as the mobility tax and other revenues received directly from the state. State appropriations to MTA total \$3.9 billion, a 24% increase from the \$3.1 billion in the 2021-22 enacted budget.
- **Hold harmless for formula systems:** While not mentioned in the budget, we anticipate that the state will continue the STOA program hold harmless for formula systems for as long as transit ridership remains below pre-pandemic levels.
- Table of STOA appropriations is shown below.



STOA Appropriations – FYE 2023 Executive Budget vs FYE 2022 Enacted

Line Item	FYE 2023	FYE 2022	Change	% Change
	Executive	Enacted	FYE23– FYE22	FYE23- FYE22
DOWNSTATE				
MTA	\$2,921,629,500	\$2,392,159,100	\$529,470,400	22.13%
MTA Rail	943,652,700	716,316,000	227,336,700	31.74%
MTA Toll Subsidy	19,000,000	19,000,000	0	0.00%
MTA Total (1)	3,884,282,200	3,127,475,100	756,807,100	24.20%
Rockland	5,220,800	3,827,000	1,393,800	36.42%
NYC SI Ferry	50,931,300	37,333,900	13,597,400	36.42%
Westchester	85,486,300	62,663,600	22,822,700	36.42%
Nassau	103,394,000	75,790,400	27,603,600	36.42%
Suffolk	40,216,500	29,479,700	10,736,800	36.42%
South Fork Bus Service	500,000	500,000	0	0.00%
NYCDOT	136,106,500	99,769,500	36,337,000	36.42%
NYS DOT Trans-Hudson	11,000,000	11,000,000	0	0.00%
Formula	49,370,900	36,190,100	13,180,800	36.42%
Supplemental	4,312,000	4,312,000	0	0.00%
Non-MTA Total	486,538,300	360,866,200	125,672,100	34.83%
Downstate Subtotal	4,370,820,500	3,488,341,300	882,479,200	25.30%
UPSTATE				
CDTA (2)	48,737,600	41,108,000	7,629,600	18.56%
CNYRTA	42,396,700	37,524,400	4,872,300	12.98%
RGRTA	51,478,300	45,562,300	5,916,000	12.98%
NFTA	66,871,600	59,186,600	7,685,000	12.98%
Formula	51,123,100	45,248,000	5,875,100	12.98%
Supplemental	1,960,000	1,960,000	0	0.00%
Upstate Subtotal	262,567,300	230,589,300	31,978,000	13.87%
STOA Total	\$4,633,387,800	\$3,718,930,600	\$914,457,200	24.59%

(1) MTA will receive \$6.6 b. in operating aid, including Payroll Tax and other revenues received directly.

(2) Includes \$2.292 m. for new Montgomery County service.



Capital Funding

- The budget includes a proposed \$698 million 5-year capital program for non-MTA transit as part of the NYSDOT \$32.8 billion 5-year transportation capital program.
- For FY 2022-23, the budget proposes \$159.5 m. in capital appropriations to non-MTA systems, an increase of \$35 m. from 2021-22 levels as follows:
 - \$30.6 m. for state omnibus match to federal aid (an increase from \$18.5 m. in 2021-22)
 - \$20 m. for upstate systems shown in the table below (same as 2021-22)
 - \$68.9 m. for non-MTA capital (an increase from \$46 m. in 2021-22)
 - \$20 m. for electrification of non-MTA bus fleets (same as 2021-22)
 - \$20 M. for NFTA light rail capital (same as 2021-22)
- The \$20 m. to electrify non-MTA bus fleets is the third year of a five-year, \$100 m. commitment to assist transit systems to transition to electric buses, and the remaining 3 years of funding (\$60 m.) is assumed in the state 5-year capital program.
- The \$20 m. for NFTA light rail capital is the fourth year of the five-year, \$100 m. state commitment and the remaining 2 years of funding (\$40 m.) is assumed in the state 5-year capital program.
- The core capital funding programs (omnibus match, upstate capital, and non-MTA capital) will increase by \$175 m. from the prior 5-year level.
- The budget maintains the state's FY 2019-20 \$3.0 b. capital appropriation to the MTA (with an equal NYC matching payment) as part of the state's multiyear commitment.

FYE 2023 Upstate Capital Funding

	FYE 2023	FYE 2022	Change	% Change
UPSTATE	Executive	Enacted	FYE23– FYE22	FYE23- FYE22
CDTA	\$3,596,000	\$3,596,000	\$0	0.00%
CNYRTA	\$3,282,600	\$3,282,600	\$0	0.00%
RGRTA	\$3,985,700	\$3,985,700	\$0	0.00%
NFTA	\$5,177,500	\$5,177,500	\$0	0.00%
Formula	\$3,958,200	\$3,958,200	\$0	0.00%
Upstate Subtotal	\$20,000,000	\$20,000,000	\$0	0.00%

Article VII Legislation

Transportation and Economic Development

- Part E: Adds Montgomery County to the CDTA district and adjusts 18-b matching shares



- Part H: MTA design build threshold
- Part I: MTA procurement reform
- Part J: MTA tax increment financing extender
- Part K: MTA utility relocation
- Part L: MTA worker assault and harassment protection
- Part M: Traffic enforcement for MTA buses
- Part N: Toll enforcement for MTA and other state toll authorities
- Part NN: Financing the \$4 billion Environmental Bond Act
- Part OO: Implementing the Environmental Bond Act

Revenue

- Part G: Makes MTA business tax surcharge rate permanent
- Part T: Exempt certain water vessels from PBT (Oppose)

Education, Labor & Family Services

- Part EE: Encourage TOD of housing in NY Metro area

