



**Review of State Transit Funding in Pending 2023-24 State Budget**  
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Governor Hochul and Legislative leaders reached agreement on the final FY 2023-24 State budget. The Budget, pending final enactment, provides additional transit operating assistance for all transit systems above the levels contained in last year's final 2022-23 State Budget. Capital funding for non-MTA transit systems remains at \$159.5 million, which is the level specified in the 5-Year Non-MTA Capital Program approved last year. We will continue to review other budget bills as they are released for any impacts on public transportation.

Following is a summary of the funding for public transit and related budget legislation from the Aid to Localities bill, Capital funding bill, Transportation and Economic Development bill and Tax bill that have been released so far.

STOA

- **Upstate STOA:** Funding for upstate systems is increased by **14.57%** from 2022-23 enacted budget levels. The upstate increase comes entirely from additional general funds.
- **Downstate Suburban County STOA:** Funding is increased by **8.52%** from 2022-23 levels. Downstate funding Includes \$11 m. for the Lower Hudson Transit Link bus service, the same level as 2022-23. The downstate increase comes from additional MTOA revenues.
- **MTA funding:** MTA would receive approximately \$8.3 billion in operating funding, a 25% increase from 2022-23 levels. This includes state appropriations as well as the mobility tax and other revenues received directly from the state. State appropriations to MTA total **\$4.1 billion**, an increase over the \$3.9 billion contained in the 2022-23 enacted budget levels. The increase is from MTOA funds.
- **New direct dedicated funding for the MTA:** The budget includes several revenue enhancements to fund the MTA:
  - An increase in the MTA payroll mobility tax rate in the five NYC boroughs from 0.34% to 0.60%, generating \$1.1 m annually. No change is made to the payroll tax in suburban counties.
  - Increasing NYC's contribution to MTA for paratransit service to 80% of net operating cost.
  - Dedication of revenues from future NYC casino licensing and taxes to the MTA.
- **No new dedicated revenue for non-MTA transit** – The budget does not include any of the new transit revenue sources proposed by the Senate or Assembly.
- **On-Demand Service Pilot Program:** The budget includes a \$10 million, five-year, on-demand service pilot program for non-MTA systems. The seven largest systems would



receive up to \$1 million each, with remaining funds available to other non-MTA systems that apply.

- The STOA appropriations are below.

<b>STOA Appropriations – FYE 2024 Final Budget vs FYE 2023 Enacted</b>				
<b>Line Item</b>	<b>FYE 2024</b>	<b>FYE 2023</b>	<b>Change</b>	<b>% Change</b>
	<b>Final (2)</b>	<b>Enacted</b>	<b>FYE24– FYE23</b>	<b>FYE24-FYE23</b>
<b>DOWNSTATE</b>				
MTA	\$3,081,154,850	\$2,921,629,500	\$159,525,350	5.46%
MTA Rail	1,017,286,700	943,652,700	73,634,000	7.80%
MTA Toll Subsidy	31,000,000	19,000,000	12,000,000	63.16%
<b>MTA Total (1)</b>	<b>4,129,441,550</b>	<b>3,884,282,200</b>	<b>245,159,350</b>	<b>6.31%</b>
Rockland	5,665,400	5,220,800	444,600	8.52%
NYC SI Ferry	55,268,700	50,931,300	4,337,400	8.52%
Westchester	92,766,500	85,486,300	7,280,200	8.52%
Nassau	112,199,200	103,394,000	8,805,200	8.52%
Suffolk	43,641,400	40,216,500	3,424,900	8.52%
South Fork Bus Service	500,000	500,000	0	0.00%
NYCDOT	147,697,500	136,106,500	11,591,000	8.52%
NYSDOT Trans-Hudson	11,000,000	11,000,000	0	0.00%
Formula	53,575,400	49,370,900	4,204,500	8.52%
Supplemental	6,200,000	4,312,000	1,888,000	43.78%
<b>Non-MTA Total</b>	<b>528,514,100</b>	<b>486,538,300</b>	<b>41,975,800</b>	<b>8.63%</b>
<b>Downstate Subtotal</b>	<b>4,657,955,650</b>	<b>4,370,820,500</b>	<b>287,135,150</b>	<b>6.57%</b>
<b>UPSTATE</b>				
CDTA	59,161,500	51,636,600	7,524,900	14.57%
CNYRTA (3)	49,515,300	43,967,300	5,548,000	12.62%
RGRTA	60,121,900	52,474,700	7,647,200	14.57%
NFTA	78,099,800	68,166,000	9,933,800	14.57%
Formula	59,707,100	52,112,700	7,594,400	14.57%
Supplemental	2,800,000	1,960,000	840,000	42.86%
<b>Upstate Subtotal</b>	<b>309,405,600</b>	<b>270,317,300</b>	<b>39,088,300</b>	<b>14.46%</b>
<b>STOA Total</b>	<b>\$4,967,361,250</b>	<b>\$4,641,137,800</b>	<b>\$326,223,450</b>	<b>7.03%</b>
<b>(1)</b> MTA will receive approx. \$ b. in total operating aid, including Payroll Mobility Tax and other revenues received directly rather than through the state budget.				
<b>(2)</b> Table does not include \$300 m. one time payment to MTA for pandemic expenses and a new \$10 million 5-year on-demand service pilot program for NON-MTA systems				
<b>(3)</b> CNYRTA FY 2022-23 appropriation included \$750,000 in funding for service to the state fair.				

#### Capital Funding

- The budget includes \$159.5 m. in capital appropriations to non-MTA systems in FY 2023-24, the same level as 2022-23 and consistent with the 5-year capital program targets:

- \$30.6 m. for state match to federal aid (same as 2022-23)
  - \$20 m. for upstate systems (same as 2022-23)
  - \$68.9 m. for non-MTA capital (same as 2022-23)
  - \$20 m. for electrification of non-MTA bus fleets (same as 2022-23)
  - \$20 M. for NFTA light rail capital (same as 2022-23)
- The \$20 m. to electrify non-MTA bus fleets is the fourth year of a five-year, \$100 m. commitment to assist transit systems to transition to electric buses.
  - Maintains the state’s 2019-20 \$3.0 b. capital appropriation to the MTA as part of the state’s multiyear commitment.

Upstate \$20 m. Capital Funding

Upstate systems receive the same capital funding line items totaling \$20 million as in prior years.

**FYE 2024 Upstate Capital Funding**

	<b>FYE 2024</b>	<b>FYE 2023</b>	<b>Change</b>	<b>% Change</b>
<b>UPSTATE</b>	<b>Executive</b>	<b>Enacted</b>	<b>FYE24– FYE23</b>	<b>FYE24- FYE23</b>
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%
<b>Upstate Subtotal</b>	<b>\$20,000,000</b>	<b>\$20,000,000</b>	<b>\$0</b>	<b>0.00%</b>

Article VII Legislation

Transportation and Economic Development

- Omitted Part A – Expands camera enforcement on MTA buses
- Modified Part C – MTA tax increment financing extender, extends to 2028
- Modified Part D – Increases NYC contributions to MTA for paratransit to maximum of \$165 m. per year
- Omitted Part E – Expands MTA owner-controlled insurance program
- Omitted Part F – Toll violation enforcement
- Modified Part G – MTA arbitration extender
- Omitted Part H – Transportation worker assault prevention
- Omitted Part I – Strength MTA transit bans
- Modified Part Q – Increases MTA payroll mobility tax from 0.34% to 0.5%; No increase in tax in suburban counties, NYC rate increased to 0.6%
- Modified Part R – Provides MTA with revenues from new NYC casino’s
- Omitted Part AAA – Authorizes a Cap and Invest program to generate revenue for climate change actions.