

**Summary of State Transit Funding in 2024-25 Budget          4/19/2024**

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A final state budget agreement has been reached for SFY 2025. In the early morning hours of April 18th, three of the final budget bills were printed and passed by both houses with "messages of necessity" from the Governor. This morning, the Legislature printed the final health bills and we expect this, and the remainder of the Budget bills, to be voted on and passed today or tomorrow.

The final spending plan totals $237 billion and is $3 billion more than proposed in the Executive Budget in January.  The final deal does not have any broad-based tax increases, or any new taxes dedicated to public transit. It includes a two-year extension of mayoral control through June 2026, changes to the Tier VI pension system in place since 2012, a housing package to increase housing stock and add new tenant protections, $1.3 billion in increased education funding, expansion of tuition assistance for college, a crackdown on organized retail theft and expansion of local authority to shut down illegal cannabis stores.

The final SFY 25 Budget provides additional transit operating assistance for all transit systems above the levels contained in last year’s final 2023-24 State Budget. The budget proposes $139.5 m. in capital appropriations to non-MTA systems in FY 2024-25, $20 million less than the $165.5 million provided in 2023-24, as follows:

* + $30.6 m. for state match to federal aid (same as 2023-24)
  + $20 m. for upstate systems (same as 2023-24, **see table below**)
  + $68.9 m. for non-MTA capital (same as 2023-24)
  + $20 m. for electrification of non-MTA bus fleets (same as 2023-24)
  + $26 m. for NFTA Light Rail

Upstate $20 m. Capital Funding

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

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|  | **FYE 2025 Upstate Capital Funding** | | | |
|  |  |  |  |  |
|  | **FYE 2025** | **FYE 2024** | **Change** | **% Change** |
| **UPSTATE** | **Final** | **Enacted** | **FYE25– FYE24** | **FYE25-FYE24** |
| 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%** |

In addition, there was included $18 m. funding for Rochester Intermodal Station.

Following is a summary of the funding for public transit and related legislation.

STOA

* **Upstate STOA**:  Funding for upstate systems is increased by 8.58% from 2023-24 enacted budget levels. The increase is funded entirely from general funds. CDTA receives an additional $1.639 million for takeover of Warren County service, which is subtracted for the Upstate formula appropriation.
* **Downstate Suburban County STOA**:  Funding is increased by 5.58% from 2023-24 levels. The increase is funded entirely from state dedicated funds. Downstate funding Includes $11 m. for the Lower Hudson Transit Link bus service, the same level as 2023-24.
* **MTA funding:** MTA would receive a total of $7.9 billion in operating funding, an 11% increase from 2023-24 levels. This includes state appropriations to the MTA as well as the payroll mobility tax and other revenues received directly. State appropriations to MTA total $4.268 billion, an increase from $4.129 billion in the 2023-24 enacted budget.
* The STOA appropriations are shown below.

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| **STOA Appropriations – FYE 2025 Executive Budget vs FYE 2024 Enacted** | | | | | |  | |
|  |  | |  |  |  |  | |
| **Line Item** | **FYE 2025** | | **FYE 2024** | **Change** | **% Change** |  | |
| **Final** | | **Enacted** | **FYE25– FYE24** | **FYE25-FYE24** |  | |
| **DOWNSTATE** |  | |  |  |  |  | |
| MTA | $3,178,808,702 | | $3,081,154,850 | $97,653,852 | 3.17% |  | |
| MTA Rail | 1,063,580,300 | | 1,017,286,700 | 46,293,600 | 4.55% |  | |
| MTA Toll Subsidy | 26,000,000 | | 31,000,000 | (5,000,000) | -16.13% |  | |
| **MTA Total (1)** | **4,268,389,002** | | **4,129,441,550** | **138,947,452** | **3.36%** |  | |
| Rockland | 5,981,500 | | 5,665,400 | 316,100 | 5.58% |  | |
| NYC SI Ferry | 58,352,300 | | 55,268,700 | 3,083,600 | 5.58% |  | |
| Westchester | 97,942,200 | 92,766,500 | | 5,175,700 | 5.58% |  | |
| Nassau | 118,459,200 | | 112,199,200 | 6,260,000 | 5.58% |  | |
| Suffolk | 46,076,300 | | 43,641,400 | 2,434,900 | 5.58% |  | |
| South Fork Bus Service | 500,000 | | 750,000 | (250,000) | -33.33% |  | |
| NYCDOT | 155,938,000 | | 147,697,500 | 8,240,500 | 5.58% |  | |
| NYSDOT Trans-Hudson | 11,000,000 | | 11,000,000 | 0 | 0.00% |  | |
| Formula | 56,564,600 | | 53,575,400 | 2,989,200 | 5.58% |  | |
| Supplemental | 6,200,000 | | 6,200,000 | 0 | 0.00% |  | |
| **Non-MTA Total** | **557,014,100** | | **528,764,100** | **28,250,000** | **5.34%** |  | |
| **Downstate Subtotal** | **4,825,403,102** | | **4,658,205,650** | **167,197,452** | **3.59%** |  | |
| **UPSTATE** |  | |  |  |  |  | |
| CDTA (2) | 65,975,400 | | 59,161,500 | 4,833,600 | 11.52% |  | |
| CNYRTA | 53,804,100 | | 49,515,300 | 2,673,800 | 8.86% |  | |
| RGRTA | 65,329,400 | | 60,121,900 | 3,246,600 | 8.86% |  | |
| NFTA | 84,864,400 | | 78,099,800 | 4,217,400 | 8.86% |  | |
| Formula (2) | 63,189,000 | | 59,707,100 | 1,585,300 | 5.83% |  | |
| Supplemental | 2,800,000 | | 2,800,000 | 0 | 0.00% |  | |
| **Upstate Subtotal** | **335,962,300** | | **309,405,600** | **26,656,700** | **8.58%** |  | |
| **STOA Total** | **$5,161,365,402** | | **$4,967,611,250** | **$193,754,152** | **3.90%** |  | |
|  |  | |  |  |  |  | |
| **(1)** MTA will receive additional operating aid, including Payroll Mobility Tax | | | | | | |  |
| and other revenues received directly rather than through the state budget. | | | | | | |  |
| **(2)** CDTA receives an additional $1,638,900 for takeover of Warren County service | | | | | | | |
| which is also subtracted from the Upstate Formula line. | | | | |  |  |  |
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Finally, the final State Budget contains two additional appropriations of $200,000 each, one for the City of Hudson/Village of Chatham and one for free bus service in the vicinity of Middletown NY.