

METROPOLITAN TRANSPORTATION AUTHORITY

MISSION

The Metropolitan Transportation Authority (MTA) is responsible for operating, maintaining and improving public transportation in the Metropolitan Commuter Transportation District consisting of New York City and Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester counties. The Authority oversees the operations of the bus and subway systems in New York City, commuter railroads in the region, and seven bridges and two tunnels in New York City. This oversight includes general policy direction and development and financing of the operating and capital programs.

The Authority is comprised of three independent entities: The Metropolitan Transportation Authority, MTA New York City Transit and MTA Bridges and Tunnels. The Metropolitan Transportation Authority has six subsidiaries: MTA Staten Island Rapid Transit, MTA Long Island Rail Road, MTA Long Island Bus, MTA Metro North Railroad, MTA Bus and MTA Capital Construction. MTA New York City Transit, which operates the New York City subway and bus systems, has one subsidiary: MTA Manhattan and Bronx Surface Transit.

ORGANIZATION AND STAFFING

Each of the three independent entities mentioned above is governed by its own Board, although by law membership on each Board is identical. There are 17 board members, each nominated by the Governor and confirmed by the Senate. Four members are nominated from a list provided by the Mayor of the City of New York and one each from lists prepared by the seven county executives in the Metropolitan Commuter Transportation District. The remaining six members are appointed directly by the Governor, with one serving as Board Chair. In 2009 there were two non-voting members on the Board, for a total of 19 members. The provision of law that authorized these non-voting members sunset on January 1, 2010.

BUDGET HIGHLIGHTS

The Executive Budget recommends **\$1.1 billion All Funds** (\$1.1 billion from the General Fund) for the MTA capital program from reappropriations of the Rebuild and Renew New York Bond Act of 2005. This funding was approved by voters in November 2005 and provided a total of \$1.45 billion of capital to the MTA from SFY 2005-06 to SFY 2009-10. The Executive Budget also includes contingent appropriations worth **\$2.2 billion All Funds** (\$2.2 billion from Other Funds) for the MTA. These contingent appropriations are from the Dedicated Mass Transportation Trust Fund and the MTA Support Program Fund, and are used to ensure continuation of aid payments to the MTA in the event of temporary non-appropriation due to a late budget for the subsequent fiscal State year.

Within the Department of Transportation budget, the Executive Budget recommends \$3.9 billion in aid to the MTA, an increase of \$160.6 million over the final 2009-10 appropriation level. This increase is primarily the result of the full annualization of new dedicated revenue sources enacted in May 2009 and the non-recurrence of 2009-10 Deficit Reduction Plan actions, offset by revenue deterioration of traditional dedicated sources.

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PROGRAM HIGHLIGHTS

MTA NEW YORK CITY TRANSIT AND MTA COMMUTER RAILROADS

The Metropolitan Transportation Authority provides 24 hour-a-day transit and commuter services in the New York City metropolitan region. Its subway system is the largest in the nation and one of the largest in the world. MTA New York City Transit operates approximately 230 local and express bus routes throughout New York City. Complementing this service are additional bus routes in Nassau County provided by MTA Long Island Bus. MTA Long Island Rail Road and MTA Metro North Railroad, the two largest commuter rail systems in the nation, provide transportation for travelers entering New York City from outlying suburban areas in New York State and Connecticut. Over two and a half billion passengers ride the subways, buses and commuter rail systems each year.

MTA BRIDGES AND TUNNELS

MTA Bridges and Tunnels, the largest toll system in the nation serving 300 million vehicles annually, operates nine intra-city bridges and tunnels in New York City: Triborough Bridge, Bronx-Whitestone Bridge, Henry Hudson Bridge, Marine Parkway-Gil Hodges Bridge, Cross Bay Veterans' Memorial Bridge, Throgs Neck Bridge, Verrazano-Narrows Bridge, Queens-Midtown Tunnel and Brooklyn Battery Tunnel. It also provides financing for MTA New York City Transit's and the commuter railroads' capital programs. In addition, MTA Bridges and Tunnels is required by law to transfer surplus revenues to MTA New York City Transit and the commuter railroads to support their operations.

OTHER SUBSIDIARIES

In July 2003, the MTA created the MTA Capital Construction Company, which has the ability to manage, design and effectuate the system expansion projects of all the MTA agencies. The other subsidiaries – MTA Staten Island Rapid Transit, MTA Long Island Bus, and MTA Manhattan and Bronx Surface Transit – provide regional transportation services. MTA Staten Island Rapid Transit operates transit services on Staten Island. MTA Manhattan and Bronx Surface Transit, in conjunction with MTA New York City Transit, provide bus service within New York City, primarily to passengers traveling within a particular borough or as a feeder service to the subway. In September 2004, the MTA Board created the MTA Bus Company. Pursuant to an agreement with the City of New York, the MTA has assumed operation of bus service in the areas previously serviced by the City-franchised private bus lines. Specifically, the MTA is now responsible for all aspects of service delivery; the City of New York will pay to the MTA the difference between the actual cost of operations and all revenues. MTA Bus now operates the 11th largest bus fleet in North America.

MTA Long Island Bus provides bus service to Nassau County, western Suffolk County and eastern Queens County, connecting these areas to MTA Long Island Rail Road's stations and New York City Transit's subway stations. The Metropolitan Transportation Authority is responsible for the operation and general oversight of MTA

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Long Island Bus. Nassau County is financially responsible for MTA Long Island Bus' operating costs that are over and above those supported by fares and by Federal and State assistance.

ALL FUNDS APPROPRIATIONS (dollars)

Category	Available 2009-10	Appropriations Recommended 2010-11	Change	Reappropriations Recommended 2010-11
State Operations	0	0	0	0
Aid To Localities	633,654,000	2,253,300,000	1,619,646,000	0
Capital Projects	82,000,000	0	(82,000,000)	1,154,000,000
Total	<u>715,654,000</u>	<u>2,253,300,000</u>	<u>1,537,646,000</u>	<u>1,154,000,000</u>

AID TO LOCALITIES ALL FUNDS FINANCIAL REQUIREMENTS BY FUND TYPE APPROPRIATIONS (dollars)

Fund Type	Available 2009-10	Recommended 2010-11	Change
Special Revenue Funds - Other	633,654,000	2,253,300,000	1,619,646,000
Total	<u>633,654,000</u>	<u>2,253,300,000</u>	<u>1,619,646,000</u>

AID TO LOCALITIES ALL FUNDS FINANCIAL REQUIREMENTS BY PROGRAM APPROPRIATIONS (dollars)

Program	Available 2009-10	Recommended 2010-11	Change
Dedicated Tax			
Special Revenue Funds - Other	633,654,000	621,300,000	(12,354,000)
Metropolitan Transportation Authority Support Program			
Special Revenue Funds - Other	0	1,632,000,000	1,632,000,000
Total	<u>633,654,000</u>	<u>2,253,300,000</u>	<u>1,619,646,000</u>

CAPITAL PROJECTS ALL FUNDS FINANCIAL REQUIREMENTS BY PROGRAM APPROPRIATIONS (dollars)

Comprehensive Construction Program	Available 2009-10	Recommended 2010-11	Change	Reappropriations 2010-11
Mass Transportation and Rail Freight Metropolitan Transportation Authority Capital Projects Fund - Advances	0	0	0	36,000,000
Urban and Commuter Mass Transportation Bondable Capital Projects Fund - Rebuild Renew NY 2005 (Bondable)	82,000,000	0	(82,000,000)	1,118,000,000
Total	<u>82,000,000</u>	<u>0</u>	<u>(82,000,000)</u>	<u>1,154,000,000</u>