

Reinvent Albany Analysis of Historical vs. Current MTA Capital Funding Spread - Recurring vs. One-Time (in Billions)

Source of Funding	Adopted MTA 2015-19 Capital Plan	Adopted MTA 2020-24 Capital Plan	Proposed MTA 2025-29 Capital Plan*	Executive Budget	Recurring or One-Time?	Notes
State Capital Contribution	\$9.1	\$3.2	\$4.0	\$3.0	One-time	For the 2015-19 plan, after not specifying how this capital contribution would be funded, the state proposed MTA bond this amount, with the state offsetting the MTA's annual debt service payments; however, after COVID wrecked havoc on the MTA's finances, the state determined that it would bond out this funding with state revenue sources.
New State Dedicated Funds	N/A	\$25.0	Listed as an option for funding the plan.	None Included	Recurring	Recent dedicated taxes have been limited to one plan; for example, congestion pricing, mansion tax, and the internet sales tax are currently only available for 2020-2024 plan.
City Contribution	\$2.7	\$3.0	\$4.0	\$3.0	One-time	The 2020-24 plan requires NYC to provide \$3 billion on a schedule; should they not do so, the state is authorized to withhold tax payments that would have been sent to NYC. A similar provision is included in the executive budget for the 2025-2029 plan.
Federal	\$6.8	\$13.1	\$14.0	\$14.4	Both	Federal funds come from a mixture of sources; formula funds and one-time competitive grant programs
MTA Bonding/PAYGO	\$11.2	\$7.4	\$10.0	\$9.3	Recurring	Funded from existing dedicated funding streams (like PMT), rider fares, and tolls
B&T Bonding	\$2.7	\$3.3	\$3.0	\$3.0	Recurring	Funded from tolls
Other	\$1.2	\$0.6			Both	Asset sales are one-time, while leases are recurring
<i>Total Funding Authorized or Proposed</i>	\$33.6	\$55.6	\$35.0	\$32.7		
Total Size of Capital Plan	\$33.6	\$55.6	\$68.4	\$68.4		
Funding Gap	Fully funded	Fully funded	\$33.4	\$35.7		

* \$4 billion from NYS and NYC as shown at MTA Board meeting