



NEW YORK STATE SENATOR

Jeremy Cooney

Transportation Chair Cooney Highlights Investments In Senate "One-House" Budget

[Jeremy Cooney](#)

March 13, 2025



Senator Cooney: Senate Budget Delivers for For Transportation And Infrastructure Needs Of New Yorkers

(ALBANY, NY) - Senator Jeremy Cooney (D-Rochester) today celebrated the inclusion of several items in this year's Senate one-house budget to improve and modernize New York's transportation and infrastructure systems. From connecting workers to job opportunities and supporting public transit systems, to moving the needle on high-speed rail, Senator Cooney explained that the Senate is prioritizing the future of transportation in New York.

Senator Cooney said, "With the investments in the one-house budget, the Senate is placing New York firmly in the driver's seat when it comes to modernizing our infrastructure system. This budget is about embracing new technologies like high speed rail, breaking down barriers to transportation by supporting public transit, and making it easier than ever for New Yorkers to get from Point A to Point B. I'm very pleased with the work we've done and ready to push for these wins in our final adopted state budget this year."

Below are some priorities of Senator Cooney that are included in the budget resolution:

\$500K for a high-speed rail corridor study. As Chair of the Senate Transportation Committee, Senator Cooney has made high-speed rail a top priority. This funding would help New York examine whether land already owned by the Thruway may be a viable option for a high-speed rail line.

\$10 million for a Workforce Transit Equity Fund. Senator Cooney [has been pushing](#) for this fund to connect workers in inner cities to job opportunities in the suburbs, like Micron whose facility is outside Syracuse in Clay, NY.

15% increase for public transit. This would mean an additional \$82 million for non-MTA transit systems across New York, funds that can be used for more frequent routes and infrastructure upgrades.

\$250 million, an increase of \$50 million, for capital funds for non-MTA transit systems, while proposing the creation of a new five year capital plan for non-MTA systems to use for planning and delivering capital improvements.

\$2.3 billion total in capital investments. These are funds that will be used to improve roads, bridges, and public transportation across New York.

\$723.1 million, an increase of \$125 million, for the Consolidated Local Street and Highway Improvement Program (CHIPs), funds that go directly towards the repair and upkeep of local roads and bridges.

\$125 million, an increase of \$25 million, for the Extreme Winter Recovery, funds that go to local roads and bridges to help repair roads after harsh winter weather.

\$175 million, an increase of \$25 million, to PAVE NY, funds that go to counties and municipalities to help repair broken pavement

\$170 million, an increase of \$30, for State Touring Routes, funds that go to cities to help maintain and repair its aging infrastructure.

\$225 million, an increase of \$25 million, to BRIDGE NY, funds that go directly toward the repair and replacement of county and local bridges

\$250 million in new money for a third round of the Airport Competition Fund, which provides grants to improve airports outside of NYC

\$25 million, an increase of \$12.5 million, for the Airport Capital Grant program, funds that go toward airport maintenance.

Language to protect workers through expanded criminal assault penalties against transit and highway workers, and through an expanded workzone speed camera program.

###