



## **NYPTA FY 2026-27 State Budget Recommendations – 10/7/25**

The members of the New York Public Transit Association work to connect communities across our state. Every day, people use our services to get to work, to school, to shop or to medical appointments. These connections are the heartbeat of our community and our economy. Our members thank Governor Hochul and the state legislature for their continued support of public transportation, our employees and manufacturers who supply our industry.

Connecting communities is essential to achieving our state's economic development goals. NYPTA members have invested in improved services, better infrastructure, and strong partnerships throughout New York. The result has been increased ridership and a demand for more service and new mobility options. This demand requires new and better ways to serve customers. However, with federal covid relief funds exhausted, there is an urgent need to secure funding to simply maintain existing transit services.

New York transit systems need resources to operate services and compete for quality employees while making investments to replace vehicles and outdated facilities, including the cost to accommodate zero-emission fleets. Our transportation network requires significant investment to capitalize on the success of NYPTA systems and to ensure they continue to provide quality services to the public. To achieve these priorities, NYPTA endorses the following recommendations:

### **1. STOA PROGRAM**

- Increase STOA appropriations for non-MTA systems by at least 15% in FY 2026-27 and continue that rate of increase over the following two years. This will allow NYPTA members to optimize transit services across the State.
- Continue the STOA Formula Hold Harmless to maintain operating support for transit systems that have not yet achieved pre-Covid ridership levels.

### **2. CAPITAL FUNDING**

- Continue the \$245.5 million capital funding level for non-MTA systems, including dedicated funding for NYCTA's rail system, to help replace aging vehicles, improve infrastructure conditions, and support the transition to zero-emission fleets.

### **3. DEDICATED REVENUE FOR TRANSIT**

- Provide sustainable and dedicated revenues to allow upstate transit systems to meet community demands for more mobility options. For example, extending the MTA region \$25 annual supplemental vehicle registration fee to upstate counties would provide badly needed revenues.
- Ensure long-term revenue commitments to MTA to support operating and capital budgets.

### **4. RURAL ASSISTANCE**

- Increase the \$4 million from DOH for rural systems impacted by the state's Medicaid transportation changes to \$6 million to adjust for years of inflation.

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