



NYPTA FY 2026–27 State Budget Recommendations: Post One House

The members of the New York Public Transit Association (NYPTA) work every day to connect communities across our state. People rely on public transit to get to work, school, medical appointments, and essential services. These connections are the heartbeat of our communities and a critical driver of New York’s economy.

As you enter the final negotiations on the FY 2026–27 New York State Budget, NYPTA urges you to **fully fund State Transit Operating Assistance (STOA) at 15%** to ensure transit systems can continue providing the essential services that New Yorkers depend on.

Connecting communities is essential to achieving New York’s economic development goals. NYPTA members have invested in improved services, modern infrastructure, and strong partnerships across the state. These investments have resulted in **increased ridership and growing demand for transit services and new mobility options**. **Federal COVID relief funds are now exhausted**; transit agencies face an urgent need for sustainable funding simply to maintain existing service levels.

1. Increase State Operating Assistance (STOA) -Transit agencies face rising labor, fuel, and operating costs while demand for service continues to grow.

- **Executive Proposal:** 5.8% increase (upstate); 7.5% (downstate non-MTA)
- **Senate Proposal:** 15% increase for all non-MTA systems
- **Assembly Proposal:** 7.5% increase for all non-MTA systems

NYPTA Recommendation: Provide a **15% STOA increase** for all upstate and downstate non-MTA transit systems.

2. Establish Dedicated Revenue for Upstate Transit -Unlike the MTA region, upstate transit systems lack a sustainable, dedicated revenue source.

NYPTA Recommendation: Establish a **dedicated revenue stream for upstate transit**, as proposed by Assemblymember Magnarelli in **A10431**, which creates a supplemental motor vehicle registration fee for counties outside the Metropolitan Commuter Transportation District.

3. Adopt the Assembly’s Non-MTA Capital Funding Proposal- Capital funding supports investment in buses, facilities, rail infrastructure, and equipment necessary for safe and reliable transit service.

- **Executive Proposal:** \$223.5 million (eliminates \$26 million for NFTA rail)
- **Senate Proposal:** \$275.5 million (restores NFTA rail funding)
- **Assembly Proposal:** \$349.5 million (restores NFTA rail funding)

NYPTA Recommendation: Support **\$349.5 million in non-MTA capital funding**, including restoration of the **\$26 million for NFTA rail**.

4. Increase Rural Transit Funding-Rural transit systems provide essential transportation where few alternatives exist.

NYPTA Recommendation: Increase funding from the DOH budget for rural transit from **\$4 million to \$6 million** to account for inflation and growing service demand.

5. Enact the Transit Equity Pilot Program-NYPTA supports the **Transit Equity Pilot Program** proposed by the Senate to improve access to jobs through expanded transit service.

NYPTA Recommendation: Enact the **\$10 million Transit Equity Pilot Program** to help transit agencies create bus routes connecting workers to major employers across DOT regions outside NYC.

Strengthening Transit Strengthens New York

Investing in public transit strengthens workforce mobility, supports economic growth, and expands access to opportunity across New York State. NYPTA looks forward to working with the Governor and Legislature to ensure the final FY 2026–27 State Budget provides the resources needed to sustain and improve public transportation for communities statewide.