



Summary of FY 2026-27 One House Budgets – March 12, 2026

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The Senate and Assembly released their FY 2026-27 one-house budgets on March 10. Thanks to the advocacy work of NYPTA leaders, members, and staff, both the Senate and Assembly budgets provide for increases in transit funding above the levels proposed in the Executive Budget. Following is a review of funding for transit programs and other provisions contained in the bills.

Senate Budget:

- Provides a 15% STOA increase to all upstate and downstate non-MTA systems above FY 2025-26 levels, funded with state general funds (the Executive Budget provided a 5.75% STOA increase for upstate systems and a 7.45% increase for downstate non-MTA systems).
- Includes a \$10 million Transit Equity Pilot Program; this will provide \$1 million to transit agencies in each of the 10 NYSDOT regions outside NYC for new bus routes to connect to large employers.
- Provides \$25 million to MTA to expand discounted City Ticket.
- Adds \$52 million in capital funding for non-MTA systems to the level proposed in the Executive Budget, including restoring NFTA's \$26 million for rail capital, and \$4 million for RGRTA's takeover of Yates County transit service, for a total of \$275.5 million in non-MTA capital funding.
- Provides RGRTA with an additional \$1.3 million in STOA to help fund the takeover of Yates County transit service.
- Includes \$250,000 for Staten Island Northshore BRT study; \$200,000 for West Shore railway study; and legislation to implement various toll and fare discount proposals.

Assembly Budget:

- Increases STOA to upstate transit systems to provide a 7.45% increase above FY 2025-26 levels, funded by state general funds. Downstate non-MTA systems remain at the 7.45% increase proposed in the Executive Budget.
- Includes \$15 million to MTA for additional free fare bus routes.
- Adds \$126 million in capital funds for non-MTA systems to the level proposed in the Executive Budget (for a total of \$349.5 million), including doubling the \$20 million in capital funds provided to upstate systems to \$40 million (see capital funding table below), adding \$80 million in capital funds to non-MTA systems, and restoring NFTA's \$26 million for rail capital.
- Provides CNYRTA with an additional \$1.0 million in STOA to help fund the takeover of Cortland County transit service.

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Article VII Legislation - Transportation & Economic Development

- Part F: Enhance TBTA Transportation Worker Protections (and other transportation agency ‘highway workers’). **[Included by Senate and Assembly]**
- Part H: Extend MTA’s Tax Increment Financing Authorization for 10 years. **[Included by Senate and Assembly]**
- Part I: Authorize MTA to Segment Environmental Reviews for the Second Ave Subway 125th St Extension. **[Included by Senate and Assembly]**
- Part EE: Auto Insurance Reforms: **[Omitted by Senate and Assembly]**
 - Create objective medical standards for “serious injuries” to prevent cases from shifting from no-fault to litigation.
 - Bar non-economic damage recovery if the claimant has greater culpability than the person against whom recovery is sought.
 - Repeal the Article 16 “1%” Exception.
- **New Part JJJ** – Adds 18-b matching share for Yates County to join RGRTA **(Included by Senate)**
- **New Part MMM** – Requires NYSDOT to prepare a 20-year capital needs study on transportation infrastructure **(Included by Senate)**

	FYE 2027 Upstate Capital Funding			
	FYE 2027	FYE 2027	FYE 2027	FYE 2026
UPSTATE	Executive	Senate	Assembly	Enacted
CDTA	\$3,596,000	\$3,596,000	\$7,192,000	\$3,596,000
CNYRTA	\$3,282,600	\$3,282,600	\$6,565,200	\$3,282,600
RGRTA	\$3,985,700	\$3,985,700	\$7,971,400	\$3,985,700
NFTA	\$5,177,500	\$5,177,500	\$10,355,000	\$5,177,500
Formula	\$3,958,200	\$3,958,200	\$7,916,400	\$3,958,200
Upstate Subtotal	\$20,000,000	\$20,000,000	\$40,000,000	\$20,000,000

Below is a table comparing Executive, Senate, and Assembly budget STOA funding to FY 2025-26 levels.

STOA Appropriations – FYE 2027 Executive, Senate, Assembly Budget vs FYE 2026 Enacted										
Line Item	FYE 2027	FYE 2027	FYE 2027	FYE 2026	Executive		Senate		Assembly	
	Executive	Senate	Assembly	Enacted	Change	% Change	Change	% Change	Change	% Change
	FYE27–	FYE26	FYE27–	FYE26	FYE27–	FYE26	FYE27–	FYE26	FYE27–	FYE26
DOWNSTATE										
MTA	\$3,704,954,823	\$3,704,954,823	\$3,704,954,823	\$3,272,110,808	\$432,844,015	13.23%	\$432,844,015	13.23%	432,844,015	13.23%
MTA Rail	994,117,100	994,117,100	994,117,100	1,108,814,400	(114,697,300)	-10.34%	(114,697,300)	-10.34%	(114,697,300)	-10.34%
MTA SCOUT Program	25,000,000	25,000,000	25,000,000	0	25,000,000		25,000,000		25,000,000	
MTA Toll Subsidy & Other Adds	26,000,000	57,000,000	41,000,000	26,000,000	0	0.00%	31,000,000	119.23%	15,000,000	57.69%
MTA Total (1)	4,750,071,923	4,781,071,923	4,765,071,923	4,406,925,208	343,146,715	7.79%	374,146,715	8.49%	358,146,715	8.13%
Rockland	6,875,400	7,358,700	6,875,400	6,398,800	476,600	7.45%	959,900	15.00%	476,600	7.45%
NYC SI Ferry	67,073,300	71,787,300	67,073,300	62,423,700	4,649,600	7.45%	9,363,600	15.00%	4,649,600	7.45%
Westchester	112,580,000	120,492,200	112,580,000	104,775,800	7,804,200	7.45%	15,716,400	15.00%	7,804,200	7.45%
Nassau	136,163,300	145,733,000	136,163,300	126,724,300	9,439,000	7.45%	19,008,700	15.00%	9,439,000	7.45%
Suffolk	52,962,500	56,684,800	52,962,500	49,291,100	3,671,400	7.45%	7,393,700	15.00%	3,671,400	7.45%
South Fork Bus Service	500,000	750,000	500,000	750,000	(250,000)	-33.33%	0	0.00%	(250,000)	-33.33%
NYC DOT	179,243,500	191,840,900	179,243,500	166,818,100	12,425,400	7.45%	25,022,800	15.00%	12,425,400	7.45%
NYSDOT Trans-Hudson	19,400,000	19,400,000	19,400,000	11,000,000	8,400,000	76.36%	8,400,000	76.36%	8,400,000	76.36%
Formula	65,018,500	69,588,000	65,018,500	60,511,300	4,507,200	7.45%	9,076,700	15.00%	4,507,200	7.45%
Queenslink				100,000	(100,000)		(100,000)		(100,000)	
West Shore Railway Study		200,000					200,000			
Hudson Valley Transit Study				1,000,000	(1,000,000)		(1,000,000)		(1,000,000)	
Supplemental	6,200,000	6,200,000	6,200,000	6,200,000	0	0.00%	0	0.00%	0	0.00%
Non-MTA Total	646,016,500	690,034,900	646,016,500	595,993,100	50,023,400	8.39%	94,041,800	15.78%	50,023,400	8.39%
Downstate Subtotal	5,396,088,423	5,471,106,823	5,411,088,423	5,002,918,308	393,170,115	7.86%	468,188,515	9.36%	408,170,115	8.16%
UPSTATE										
CDTA	73,175,500	79,574,500	74,349,100	69,195,200	3,980,300	5.75%	10,379,300	15.00%	5,153,900	7.45%
CNYRTA (2)	60,460,200	65,747,300	62,429,300	57,171,500	3,288,700	5.75%	8,575,800	15.00%	5,257,800	9.20%
RGRTA (3)	72,459,200	80,095,500	73,620,300	68,517,800	3,941,400	5.75%	11,577,700	16.90%	5,102,500	7.45%
NFTA	94,126,100	102,357,100	95,635,300	89,006,100	5,120,000	5.75%	13,351,000	15.00%	6,629,200	7.45%
Formula	69,300,800	75,361,000	70,412,500	65,531,300	3,769,500	5.75%	9,829,700	15.00%	4,881,200	7.45%
Supplemental	2,800,000	2,800,000	2,800,000	2,800,000	0	0.00%	0	0.00%	0	0.00%
Upstate Subtotal	372,321,800	405,935,400	379,246,500	352,221,900	20,099,900	5.71%	53,713,500	15.25%	27,024,600	7.67%
STOA Total	\$5,768,410,223	\$5,877,042,223	\$5,790,334,923	\$5,355,140,208	\$413,270,015	7.72%	\$521,902,015	9.75%	\$435,194,715	8.13%

(1) MTA receives approximately \$8.6 billion in total operating aid including the Payroll Mobility Tax and other revenues received directly in the Executive Budget.
(2) CNYRTA receives an additional \$1.0 million for takeover of Cortland County transit service in the Assembly budget.
(3) RGRTA receives an additional \$1.3 million for takeover of Yates County transit service in the Senate budget.