NEW YORK PUBLIC TRANSIT ASSOCIATION, INC.

NYPTA MULTI-YEAR TRANSIT FUNDING PROPOSAL

NYPTA proposes a 3-pillar strategy to fund Non-MTA transit systems that would: 1) immediately address structural budget deficits and reverse widespread cuts in transit service hours; 2) fix STOA revenues for upstate transit; and, 3) grow service to meet community and economic development needs.

1. **3-YEAR OPERATING ASSISTANCE PLAN TO RESTORE SERVICE**
    - ***A 30% STOA increase in FY 2027-28, and a total of 60% over the next 3 years, will allow non-MTA transit systems to eliminate structural budget gaps and restore service hours that have been cut over the past few years.***

2. **FIX UPSTATE TRANSIT FUNDING STREAMS**
    - ***Develop and enact new dedicated sustainable revenues to support upstate transit. For example, extending the state enacted MTA region $25 annual supplemental vehicle registration fee to upstate counties or dedicating a small portion of state taxes on corporations.***

3. **GROW SERVICE TO SUPPORT ECONOMIC DEVELOPMENT**
    - ***Once service is stabilized, increase STOA to allow transit systems to add routes and frequencies to meet the needs of new economic development and support state affordability, revitalization, and energy goals.***

Addressing the operating assistance needs for Non-MTA transit is an urgent priority. But at the same time, transit agencies also face significant challenges in funding aging infrastructure, including replacing over-age buses, modernizing facilities, and adding new technology. The current state capital program for Non-MTA transit expires in 2027 and requires renewal.

- ***An increase in state capital investment of $220 million per year for the next 5 years is crucial to fully fund the capital needs of Non-MTA transit.***

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