



NYPTA FY 2025-26 State Budget Recommendations

Connecting New York communities is a critical part of our state's economic development strategy. New York Public Transit Association (NYPTA) members have invested in improved services, better infrastructure, and strong partnerships that connect New York. The result has been increased ridership and a demand for more service and new mobility options.

New York transit systems must respond by enhancing services and providing deeper connections in communities. This includes resources to compete for quality employees and, especially, to replace outdated facilities to accommodate zero-emission fleets. Providing a high-quality transportation network requires significant investment. These investments need to be made now to capitalize on the success of NYPTA systems and the work they do. To achieve these priorities, NYPTA endorses the following recommendations:

1. STOA Program Recommendations
 - **Increase Non-MTA STOA appropriations by \$290 million over two years (15% per year) to expand transit services across the State.**
 - **Upstate STOA Increase - \$110 million over two years.**
 - **Downstate Non-MTA STOA Increase - \$180 million over two years.**
 - **Fully fund state revenues for MTA's 2025 operating budget to maintain historic investment.**
2. Capital Recommendations

Multiyear Capital Program

 - **Fully fund the MTA 2025-2029 Capital Program.**
 - **Include \$1 billion over 5 years to fund Non-MTA facility needs (as part of the MTA plan).**

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 - **Appropriate \$364.5 million for Non-MTA transit capital projects:**
 - **Fund the Non-MTA capital program at the current level of \$164.5 million, and**
 - **Provide a \$200 million increase in Non-MTA capital funding in FY 2025-26 to fund transit facility needs.**
3. STOA Hold Harmless
 - **Continue the STOA Formula Hold Harmless to maintain state operating support to transit systems that have not achieved pre-covid ridership levels.**
4. Rural Transit Aid
 - **Increase the traditional \$4 million from DOH for rural systems impacted by the state's Medicaid transportation changes to \$6 million to adjust for years of inflation.**
5. Dedicated Revenue for Transit
 - **Dedicate revenue from the Cap and Invest Program to fund transit systems statewide.**
 - **Establish a state commission to address the limited dedicated revenue sources that fund non-MTA transit systems.**

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