**NYPTA FY 2025-26 Budget Recommendations – Executive Budget Update - 1/30/25**

NYPTA members thank Governor Hochul for her support of public transportation in the Executive Budget. We appreciate the proposed operating and capital aid for transit systems across the state but urge state leaders to increase funding to meet the demands for more transit service in our communities.

Connecting New York communities is a critical part of our state’s economic development strategy. 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 This includes resources to compete for quality employees and, especially, to replace outdated facilities to accommodate zero-emission fleets.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 that needs 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 15% from 2024-25 levels to begin to expand transit services across the State.**
* **Fully fund state revenues for MTA's operating budget to maintain historic investment.**

1. Capital Funding Recommendations

Multiyear Capital Program

* **Fully fund the MTA $68.4 billion 2025-2029 Capital Program.**
* **Adopt a statewide approach to funding public transportation needs including increasing capital support for non-MTA transit systems by $1.0 billion over five years.**

FY 2025-26 Budget

* **Enact the Governor’s proposed $219.5 million capital funding for non-MTA systems.**
* **Restore the $26 million annual appropriation for NFTA rail infrastructure, as the second installment of a 5-year program.**
* **Provide an additional $100 to non-MTA transit in 2025-26 as part of action on funding the MTA Capital Plan.**

1. STOA Hold Harmless

* **Continue the STOA Formula Hold Harmless to maintain state operating support to transit systems that have not yet achieved pre-Covid ridership levels.**

1. 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.**

1. 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.**